SOME OTHER GREAT TORNADOES.

the town of Grinnell, Iowa, June 17, 1882. It was one of several that were reported from the Western States

the same day. Nearly half of the town of Grinnell was

laid waste. The churches, business blocks and dwellings

destroyed numbered about 160; and the money loss was estimated at between \$2,000,000 and \$3,000,000. Sixty-four persons were named among the killed, but the real

number was believed to have exceeded 100; and more than 150 others were injured. This was one of the cases

where the reported damage increased from day to day,

ifted into the air and shattered by the wind on this oc-

casion; and twenty passengers were more or less hurt.

ARRESTED FOR EMBEZZLEMENT.

CONFESSION OF THE BOSTON AGENT OF NEW-

[BY THESORAPH TO THE THUBBEL ]

Boston, Sept. 9.-David H. Naylor, the Bos-

ton agent of Robertson & Hoople, brother merchants at No. 38 Ferry-st., New-York, was arrested to-day on

the charge of embezzling about \$6,000 from the firm. He confessed his guilt. About two months ago Mr. Hoople noticed that D. M. Waterhouse & Co. long

among his best customers was getting behind hand in

payments. Naylor was instructed to ascertain the cause

morning Mr. Hoople having come from New-York, went to the office of the firm to question and asked concern-

ing the non-payment of bids. The head of the firm at once produced every bill and to each was appended the

once produced every bit and to each as a police head-quarters and after starting the particulars of the case went to Naylor's office accompanied by the inspectors. Naylor was out when they reached the office, but he

soon came in. He greeted Mr. Hoople cordially and talked on several business matters. Finally Mr. Hoople

said that he had come to look up that matter concerning

" Mr. Waterhouse does not owe you a cent, Mr. Hoople.

"Then you have estained the money you have col-sected, have you t" inquired Mr. Hoople." "I have," said Naylor and then he told the whole

ory. He said that his wife had been ill for over four

BRAINERD ESCAPES FROM DETECTIVES.

DISAPPEARING IN MINNEAPOLIS-COMPLICATIONS

OVER HIS ARREST.

St. Paul, Minn. Sept. 9 (Special).-Brainerd,

brought into Minnesota, mysteriously escaped at Minne-

tectives were purchasing tickets for Boston Brainers slipped away. It is supposed that he had outside as

Boston, Sept. 9 (Specials.—A dispatch to The Journal from Burlington, VL, gives an interview with Senate Edmonus concerning the international complication likely to arise from the kelmapping of Brainerd. The dispatches from Manitoba indicate that he was take across the border torcibly by American detectives. Senator Edmonds said that if the facts were as stated there could not be made doubt as to the duty of the United States Government and the course which the British Government would take in the matter. "The United States are bound," said he, "to prevent its clitzens from kidnapping persons in other countries and bringing them here by violence. Brainerd, being a resident of British colony, was as much cuttiled to the protection of the law of the Government of Great British colon, was as subject. If Brainer was illegally selved, or brought over the border by force then it is a species of violence that neither the United States nor Great Britain can tolerate. It makes no difference whether the act in question was committee by private detectives, or by officers of the law."

THROWN FROM THE TRACK BY A ROCK.

AN ENGINEER KILLED AT HIS POST-CARS TOTALLY

(BY TREEGRAPH TO THE TRIBONE.)

TROY, Sept. 9.-The Montreal express on the

Delaware and Hudson Road, which left this city at

11:35 o'clock last night, ran into a huge rock which the

heavy rain had loosened from the west bank in a cut a mile above Comstock's. The engine, two coaches, the

express car and the bagguge car were thrown into a ditch. The sleeping car did not leave the track. The engine, and baggage and express cars, are a total wreck.

Engineer Brown died at his post. When his body was found in front of the botter head his feet were in the

air. The fireman, Thomas Docher, of Whitehall, the ex-

press messenger, Winslow Stevens, of this city, and the aggage master, James Burke, of Cohoes, were injured. The dead engineer lived in Whitehall. He ran the engine last night to accomodate a brother engineer who was

MUTINY AND BRUTALITY ON A BRIG. Boston, Sept. 9 (Special)-When the brig forness Abboy, from Hong Kong, reached Boston to

ay three of her crew were delivered to the United States

authorities, charged with mutiny; her captain was ar-rested on a charge of cruel and unusual punishment ad

ministered to five of his men, and the mate was arrested for the alleged beating and wounding of another sailor

The trouble occurred at Hollo in March, on the way back from Hong Kong. As the slory goes, the mate en-deavored to drag from the forecastle a sailor who said

that he was sick, whereupon James Waite, William Martin and James Williams drove him to his cabin and threatened his life. The captain summoned help from other vessels and overcame the multimes scame. Five of them were field up with their hands behind them. They say that they were kept teel, suffering great torture, from Saturday afternoon till Monday morning, and that the captain beat them about their heads while they were helpless. The captain, J. T. March, says that he released the men the same morning, and admits punishing them severely. William J. Wilson, the mate, is charged with beating and wounding Arthur Haywood.

COMPLAINING OF PROPRIETARY MEDICINES.

PITTSBURG, Sept. 9 (Special) .- At to-day's session of the American Pharmaceurical Association Mr. Mahlou N. Kline, of Philadelphia, the chairman of

Drug Market Committee, read a long report. He

said that there were too many drag stores in the coun-

try. The business was now unprofitable, mainly for the

reason that patent medicines were handled by nearly every storekeeper and grocer in the small towns. The physicians were charged with helping the patent medi-

arculars contained. The number of graduates from the

that he was sick, whereupon James White, Willia

which he had written. There was slience for a idomen-

nstead of diminishing.

One of the most destructive tornadoes on

# REPAIRING INJURED YACHTS.

KEARLY READY FOR TO-MORROW'S RACE. POLOGIES AND MUTUAL GOOD FEELING-SCENES

ON THE PURITAN AND GENESTA. There were peace and goodwill between the Paritan and Genesta yesterday. The American yacht ensign and the white flag of the Royal Squadron flew harmoniously over the rival yachts as they swung to their anchors off Tompkinsville. The rent mainsail of the American yacht was being mended and a new bowsprit was being put in the Genesta. Mr. Forbes had sent a letter to Sir Richard Sutton regretting the accident of the day before, and Sir Richard had replied in courteous phrase. Everyone had his own version as to why the accident happened, but everybody agreed that everybody else had acted generously and that there was ne fault to attach to anybody. A gentle odor of apologies and regrets permeated the air and Americans and Englishmen tried to outdo each other in expressions of politeness, The lien and the eagle lay down side by side and blessed each other. On board the Puritan white canvas sail-covers concealed the fleet white wings that had borne the Yankee sloop so swiftly over the waves. The after part of the mainsail was unbent and descended like a snowy cataract to the deck. There, under a sort of tent rigged over the boom, sat sailmakers, cross-legged like Turks, sewing away for dear life at the torn sail. They used big needles that would have done for stillettes and "It will all be done to-night," said General

Pame, " and we shall be in fighting trim again." The sturdy Cape Cod sailors in suits of spotless white lounged about forward, looking idly across the dancing waters to where the red cross of St. George fluttered in its field of white at the Genesta's stern. A fleet of row-boats from the shore and from the ynchts lying near hovered about the Boston beauty, and every now and then a trim boat flying the American yacht ensign at her stern and a yacht's private signal from a staff in her bows shot up to he sloop's gangway, a white-suited sailor with a brass-tipped boat-hook appeared on deek, and some gentleman in yachting costume went on board. J. Malcolm Forbes, with his smooth-shaven, calm, imperturbable face half concealed by the visor of his yachting cup, lounged in a white flannel suit in the cabin. General Paine, in a yachting suit of blue and a straw hat, walked about on deck smoking a eigar. Aboard the English yacht nothing was seen but black-bearded Captain Carter and his stanch British crew at work in the bows getting the bowsprit in place. Sir Richard Sutton and Sir William Leving had gone to the city and J. Beaver-Webb was not aboard.

On Tuesday evening the owners of the Puritan sent a letter to Sir Richard Sutton saying that the accident was entirely their fault and that they deeply regretted it. They hoped that the Genesia had not suffered serious damage, and that Sir Richard would send the bill for repairs to them. Fir Richard wrote in reply, saying that he saw at ence that it was an unavoidable accident, and that nobody was to blame; the expense of repairing the Genesta would be triffing, and he could not think of sending the bill to the owners of the In the afternoon yesterday an immense cut-boat

from Patchogue, L. I., gayly decorated with pennants and flags, came circling around the Puritan. Some musicians in her cockpit played "Yankee "The Red, White and Blue," and "Hail, Columbia," as the boat went around and around the Yankee sloop. Then a tug from New-Haven with a cloud of flags finttering over her and her decks crowded with people came steaming down the bay. She ran near to the beautiful sloop and hailed her with three cheers that were loud and long. When the people on board had taken a good look at the Puritan the tug steamed up to the Genesia and greeted her with cheers no less hearty than those with which they had hailed the Puritan. Then a satlor ran to the cutter's stern and the white ensign was dipped three times in acknowledgment of the cheers. At the same time the triangular flag at the perial crown depicted in gold in its centre, came fluttering, three times, half way down the topmast. A fleet of cutters were riding at anchor near the Genesta. There was the extreme cutter Reen, designed by Mr. Harvey, owned by Mr. Padsliord, and "awfully Euglish," with a real Englishman in a red cap appearing above the companionway. Near by was was Archibald Rogers's bounding Bedouin, another of John Harvey's designs, proud of her new "nose pole," and with the vice-com-medore's flag flying at her topmast head.

A question has been ruised as to the comparative merits of the Genesta and other English cutters in a light wind. The Genesta has only been beaten in light and variable winds, if her race with the Irex. Marjorie, Tara and Lorna in Irish waters be excepted. "In this race she was," says Captain Coffin, overpowered by size and beaten by the Irex and In the regatta of the Royal Cinque Ports

Signorie, Tara and Lorna in Irish waters be excepted, "in this race she was," says Captain Coffin, "overpowered by size and beaten by the Irex and Lorna". In the regatts of the Royal Change Ports them in aims at flat calin, she was actually the winner, but had to yield first prize on account of the allowance for riz. The boat in English waters, there was nearly beaten by the Genesta in a light breeze at the regarts of the Royal I banks vaters. Citob last year. The Majoric wonds behind the Genesta in the right of the Royal I banks vaters (in the strength of the Royal I banks vaters). It has been proved that the Purtian can head the Genesta, the fastest all-round English yearly, in high waters, and probably side can dot in heavy weather.

The strength of the regard of the accident of the Purtian consequence of the Purtian yestering and talked with the rowners about the accident of the preceding day. They all the strength of the Captain which gave any correct idea of the collision. One of the owner, whose monealy would not allow of his consenting to have his name road. However, the paper stayles trick. It was nothing of the control of it. The accident was the result of heavy his manner road. The properties of the paper stayles trick. It was nothing of the control of it. The accident was the result of heavy his manner of the paper stayles trick. It was nothing of the control of it. The accident was the result of heavy his manner of the paper should have been impossible, even if we had sond to more one of the control of the Captain of the control of the contro

seous position. The Genesta's captain, when he saw that a colision was imminent, put his helm up immediately. If he had not done so he would have cut through our starboard quarter."

Dr. Bryantsaid: "There is no question but that the Genesta bore away and tried to avoid running us down. I do not think we could have gone under the Genesta's stern. If we had attempted to do it I believe we would have run her down. There was only one thing for us to do and that was to lay on our ends and trust to the Genesta's bearing away or let her run into us. If the Genesta's bearing away or let her run into us. If the Genesta had borne away soon enough the collision would have been avoided, but then, you see, they did not know what we were going to do, for we made first a motion to go assern of the cutter and then came on ourse again. We were in a tight place before we knew it and were fortunate to get off with no more serious injury. I do not think that our nearly come to a standstill. There would have here a good deal of loose kindling wood assern of the cutter and brought that the swell caused our boom to life and brought the bowsprit."

Captain Crocker, with a white trident embroideren on the sleeve of his blue yachtman's jacket, was busy about the Puritan's deck and was naturally rather loath to say much about the unpleasant subject of the collision. "I was at the wheel at the time," said he, and so busy attendance to generate the time," said he, and so busy attendance to generate the time," said he, and so busy attendance to the collision. "I was at the wheel at the time," said he, and so busy attendance to the collision. "I was at the wheel at the time," said he, and so bear at least, but saw no aclose aboard the Genesta's the college of the collision. The wheel at the time, and so bear the college of the collision. "I was at the wheel at the time," said he, and so bear the college of the collision. "I was at the wheel at the time," said he, and so bear the college of the collision. "I was at the wheel at the time," sa

was through the leach of our sail. I did not leave the wheel, as has been stated, but I did look up rather fearfully at that big piece of wood which was hanging over my head."

Captain Carter, of the Genesta, said: "It was an accident and nobody is to blame. I put my helm hard up as soon as I saw what was likely to happen, but it was too late. It was worth a trip over here if only to see the Brooklyn Bridge and the great gathering that came out to see the race on Monday. I never saw such a gathering at a yacht race in my life."

It seems that when the Genesta was seen bearing down on the Puritan the people on board the American yacht thought they were to be ran down and Mr. Forbes threw up his hands and exclaimed: "Oh! don't do that." Immediately it was seen that Captain Carter had his helm hard up. The American yachtsmen express themselves as delighted with the conduct of Sir Richard Sutton and say that if they had had Mr. Ashbury to deal with there would have been quite another story. That eminent see lawyer gave English yachtsmen an unenviable reputation on this side of the water by his quibbles, protests and rockless charges of sharp practice when he came here to race for the cup with the Cambria and Livonia.

#### THE GENESTA'S NEW BOWSPRIT. SHAPING THE SPAR AT POILLON'S YARD-TALK AT

THE NEW-YORK YACHT CLUB ROOMS. A steady stream of people flowed in and out of C. & R. Poillon's shipyard, at the foot of Bridgest., Brooklyn, all day yesterday. The property clerk of the establishment sat out in front of his office and answered the perennial stream of questions until reason tottered on her throne under the strain, but his stock of good-nature was inexhaustible. The object of interest which drew this throng of visitors down through the dirty streets of Brooklyn's waterfront and set them climbing over piles of lumber was a long, straight stick of timber which Superintendent Townsend and a gang of skilful ship-carpenters were reducing to the tapering onlines of the Genesta's unfortunate bowsprit. The stick was of the best yellow pine and came from Georgia, with a cargo of its brethren of the forest, two years ago. Since its arrival at the shippard it had lain unmolested until the carpenters hanled it forth from re-frement late Tuesday afternoon and affacked it

A straight, well-favored spar it was as it lay yesterday afternoon in the water beneath the critical gaze of Captain Carter; well worthy to help u hold the honor of the English yachtsmen in place of the splmrered stick which traced its pedigree back to the shores of Oregon or Vancouver's Island. The captain looked upon the work of Mr. Towasend's hands and sear that it was towing it down to the cutter, while the crowd balanced themselves on slippery logs, dividing their attention and admiration between the captain and the spar. The tug W. Goodwin lay at the dock waiting for the job, but Captain Crocker came up her business. The fids and other from work belong ing to the bowsprit were thrown aboard the Mil land, a rope was passed around the spar, and the tug steamed off with her prize. Among the article which came from the blacksmith-shop was the straightened bobstay bar, which, although made of inch-and-a-half iron, was bent like a fish-hook by the sudden force that huried the broken spar to

The new spar has the same dimensions as the old one. It is 53 feet '6 inches long, 12 inches square at the knightheads, and tapering from there to a diameter of ten inches at the tip. The square portion inside the gammon strap is twelve feet long and has four square feet holes through it. The whole stick contains 430 feet of lumber, board measure, and weighs 2,000 pounds. This is 264 pine. Good judges assert that it will lose hearly one-eignih of its weight by drying, however.

"If she pokes that into the Puritan's mainsal she'll take boom and all," said Superintendent Townsend with a chuckle as the yeliow spar dis appeared in the white wake of the tug.

The stub of the old bowsprit is at the New-York office of the firm, No. 234 South-st. It is broken short off, and is separated into the concentric rings, showing the yearly growth of the tree in a most peculiar manner. Captain Carter accounts for the to which the howsprit shrouds were attached was defective, and also that the bowsprit caught on the non traveller on the Puritan's beem.

"Oregon pine is largely used as the material for

spars in English yachts," said E. Cary Smith in spars in English yachts, said I. Cary Smith in speaking of the Genesta's new stick, "but I know little of its advantages by personal experience. In the Priscilla, the Mischief and all the other boats that I have designed, yellow pine was used. It is stronger and the spars can time wood except focust. The trouble with it, however, is that it is soft and the iron work cuts into it. Oregon pine is said to be harder, so that this difficulty is obviated. The first that I heard of Oregon pine, was in '68, when "Bob." Fish came over with the suppho. She had a most of that material that came from Vancouver's Island. The accident was a most aniortunate one, of course, and the worst of it is that we were also getter in the wrong. I am net sure that the attempted maneavre of the Yankee sloop was good boatmanssing either, for the position which he would have obtained if successful would not have been an advantageous one in my judgment. There was a somewhat similar case in the race for the America's Cup in '70. It was claimed that the Haleyon then compelled the English schooner Cambria to go about when the latter had the right of way, but it was probably unavoidable in the crush of boats, as there were nearly a score in the race. In one of the club races about the same time and before the rules required all yachts to round speaking of the Genesta's new stick, \* but I know

NEW-YORK, THURSDAY, SEPTEMBER 10, 1885.

by her new spar? It is nearly three hundred pounds heavier than the old one?"

"Not at all. From the way that spar snapped I think she would have carried it away in a heavy wind. Now she has a new and strong one."

"Captain Carter says that one of the bolts that held the bowspit shrouds gave way," explained the reporter.

"RAZED TO THE GROUND BY A TORNADO."

"RAZED TO THE GROUND BY A TORNADO."

"WASHINGTON COURT HOUSE."

"Weil, now he has a new bolt in place of the old reporter.

"Well, now he has a new bolt in place of the old and shaky one," replied the Commodore blandly. The postponement of the races has wrought confusion werse confounded among the plans of the excursion men. If the skipper of the Puritan could have seen the settled expression of wee and anguish that overspread the features of John H. Starin's excursion agent yesterday he would never have attempted to cut in ahead of his competitor. Conflicting claims and cancelled contracts were the burden of his story. "You see," said he, "we had three steamers and half a dozen tugs chartered by private parties. "Men who engaged a tug for today have no use for it. They want to change it to Friday. But somebody else has it on Friday and won't give it up. Still others have become disgusted and cancelled their contracts altogether, paying the forfeits like men. The inside course seemed to be the favorite and mest of our arrangements were for the day on which that race occurs. Then deposits were made for the refusal of boats on the day of the third race in case one should be necessary to decide the matter. One man paid \$50 to hold a tug for him on that day. But everything is horribly mixed up by the pestponement and I don't knew whether we'll ever get straightened out."

The same tale of woe was told by all except the

out."

The same tale of woe was told by all except the fron Steamboat Company. Its boats were all chartered by the Yacht club or run on speculation. Its arrangements on the race days will be the same as already advertised.

The steamboat sylvan Dell, chartered by the Atlantic Yacht Club for the race that was to take place yesterday, has been secured by the club for the race to be sailed September 14. Tickets issued for September 9 will be accepted for September 14.

BROKEN-DAMAGED BY A TUG-ON THE BOCKS. Polynia at Hell Gate on Tuesday night which, by fortu-nate chance, was not disastrons but was a narrow

As she swang around she halled a tu-

SUPERINTENDENT SOUTH BADLY INTURED. On Monday the Larchmont Yacht Club hartered the ocean tug Joseph Stickney of the Penn ylwanta Baliroad for the purpose of viewing the yacht otton, Seperintendent South, of the club, was had

### THE FIRE RECORD. DAMAGE IN A DRYGOODS STORE.

Flames were discovered yesterday morning n an elevator staff in the five-story bull-ling No. 3-brand-st., and the interior of the big building was we

FOUR HORSES BURNED IN BROOKLYN. Four horses, worth \$1,000, were burned in fire at No. 318 Warrenest. Brooklyn, yesterday. The stable was used for sick horses by Vetertoary Surgeon P. In Bennett, and eight horses were rescued.

A DEFUTY WALDEN STABBED BY A CONVICT. Jefferson City, Mo., Sept. 9 (Special).-Capain W. H. Bradbury, deputy warden of the jail, was s verely stabled this morning in the back of the neck shed on two different occasions recently. This morning he got into trouble with his foreman. Bradbary was sent

ROYAL ARCH MASONS OF NEW-JERSEY. TRENTON, Sept. 9 (Special).—The annual convocation of the Grand Chapter of the Royal Arch Masons of New-Jersey was held to-day, the following officers being elected: Grand High Priest, Benjamin F. ther, jr., of Newark : Grand King, Isaac C. Githens,

## BREAD AND FIES FLYING.

LEBANON, Penn., Sept. 9.-John Seitzinger, rife and three children occupy a two-story frame dwell setting of beds. This morning Officers Farnawait and McCord decided to investigate the matter. They had barely entored the building when they were greated with a shower of stones, one of which struck Lucy, age ten, daughter of Mr. Schtzinger, on the head. The officers then visited the cellar. Pees, onlors and bread were seen flying in every direction and the astonished in-vestigators beat a retreat.

TRYING TO ADJUST WORKINGMEN'S WAGES. CLEVELAND, Sept. 9 (Special) .- A committee of the striking employes of the Cleveland Rolling Mili Company to day had a conference with President Chishelm and two city officials with a view to adjusting the wares. The meeting was secret, but is is stated that no conciusion was reached. Each side made a statement and for the rolling mill company it was said that it could hold out until the men were ready to return to work.

# TELEGRAPHIC NOTES.

NATIONAL TELEPHONE EXCHANGE.

NATIONAL TELETHONE EXCHANGE.

PROVIDENCE SEPT 9.—The National Telephone Exchange Association voted to hold the next annual meeting at 8t. Louis. George L. Wylle, of New-York, was elected to honorary membership.

EMBEZZLING FUNDS FOR A PARADE.

NEW-HAYEN, Sept. 9.—To collect funds for a parade, committees were appointed by the fire department of Middletown. James Cantwell and Frank Ufford were an interest cantwell collected over \$100 and retained in his possession \$250, with which he left town.

Washington C. H., Ohio, Sept. 9 .- Washington Court House, the scene of the disastrous storm last night, is the county seat of Fayette County. It has had a most extraordinary business growth within the ural district with excellent railroad facilities it had grown to be a business place of considerable importance. Its residents had neautified the town with tasteful dwellings and its recently completed Court House was one of the best in the State. To day this prosperous town is a mass of ruins. Last night's experience of its inhabitants has no parallel in the experience of any town in Ohio. A heavy rainfall began about 8 o'clock. That and the darkness drove everybody into shelter. There are some who say that they saw funnel shaped clouds apafter the wind came with a terrifle noise. Its work was a fearful experience. The fleree roaring of the tornado, the crashing of broken and failing buildings, the sharp finshes of lightning, the rolling thunder and the pitiless rain combined to produce sensations of the most herrify-

thing before it. The wind whirled up Court-st., the main business theroughfare, and ruined almost every business block in it. Hardly a private residence in the town escaped. The Baptist, Presbyterian and Catholic charches all suffered the common fate. The Ohio Southern, Panhandle, Narrow Gange and Midland Rallroad depots were blown to pieces and every building in the vicinity was carried away, making lugress or egress murky darkness. A mod frenzy seemed to setse them and they horried hither and thither in their wild distraction, little knowing whither they were fleeing.

This startling experience was followed by a new feeling among the scattered and survivors, more siekening than that through which they had passed. It was the uncertainty of the fate of friends and relatives. All who

gh hapassable from the trees and parts of houses cast to them. Worst of all was the short of the poor who il had taken formal action by organizing a relief

House were blown down or seriously damaged and forty lwelling houses were laid in ruins. The Telephone Exange collapsed like an egg-shell. In old Fellows Hall when the storm came up. The building was not injured though directly in the line of the storm and buildings apsed and damaged many burgles. One million dollars all not repair the total damage.

J. K. Monse's house was turned inside out. Monse, nis wile and three children wout with the floor up through the house. They landed safely but the floor was not found to-day or any trace of the nouse. James Renen, his wife and their four day-old baby were swept against a tree, the house was iffed and broke, and the bedelothes from an upstairs room landed on them. The house of W. Thorp was blown entirely to plees, or out of sight. The three occupants were dropped across the street, with only Mrs. Thorp severely bruised. The others had slight hurts. The house cannot be found.

The number of dead is paced at fifteen. The list of the cascadities, as accurately as it may be compiled from present reports, is as follows:

Killed—Herbert Hassett, operator at the Telephone Eachange. Mrs. Forsythe and two children, a child of Mrs. Larlmore, Mrs. Maile Jones, Edith Floyd, Flora Carr, Jennie Forster and Miss Shackelford.

Anong the seriously wounded are Mrs. W. P. Irving, H. Hess, Milton Hyer, James Shacp, Mrs. W. Thorp, Miss Lulla Chiffon, lierbert Taggart, Charles Meicer, Mrs. James Bench and Miss Shuts. Not less than 300 pursons sustained injuries of varying soverity.

CLEVILAND, Ohio, Sept. 9 (Special).—In the northern path of the storm its greatest severity was feit in the was not found to day or any trace of the house. Jame-

path of the storm its greatest severity was felt in the pain of the storm his gradest severity was test in the vicinity of Upper Sandusky. In Wyandot and Crawford Counties the damage to orchards and crops was great. The roof from Paul Tunison's house was lifted off. A wing of Farmer Ulrich's house was demolished. At Osceola the Methodist Church was demolished. Main-at., the principal thoroughfare of the village, was left in ruins. At Nevada the roof of the Kerr House was left in ruins. At Nevada the root of the churches rell. At Syracuse the wind greatly damaged two churches fell. At The village of Dialton aufored severely. The house of Andrew Carry was demolished and Mrs. Curry with a babe in her arms was earried across a creek and deposited 500 feet from the ruihed building. The baby was dashed to death saninst a tree. Mr. Curry, tog. was carried a long distance by the while. After two hours earth his body was found lying in an unrooted barn. His injuries are probably fatul. Mrs. Curry's recovery le also doubtful. Barns on many farms in the vicinity were blown away.

CINCINAIL Sept 9 (Special).—The storm was a peculiar one. The clouds presented a singular, phosphore.

har one. The clouds presented a singular, phosphorescent appearance that was noticed by hundreds of people here as unlike anything they had ever seen before. South of the centre of the State, in a line from north-west to southeast, and extending in a line of about sixty path varying from forty rods to two miles in width. At olesville two houses were blown down, and the awelling of Mr. Winterstein was carried around and one side ing of Mr. Winterstein was carried around and one side and end blown away. Three members of the family were seriously burt. On the other side of the Miami River a grain house was blown away, and Benjamin Ramsey's frame house was torn from its foundation and wrecked. At Cambridge City, ind., M. Shanks's house was blown down and Mrs. Shanks was injured. At Dublin several houses were wrecked. At Seymour, Ind., and at Napoleon, Ohlo, much damage is reported, but no lives were lost.

COLUMBUS, Ohio, Sept. 9.—At Plain City, 18 miles from here, a carriage factory and mill were demolished and other buildings unroofed. The place is on a direct line north of Washington Court House, and all along South to the Ohio River the trall of destruction is re-ported it. a like manner. Bloomingburg is in rules. Owing to the condition of the telegraph wires details

MILWAUGEE, Wis., Sept. 9.—The gale of last night still continues, the wind blowing from the northeast at the rate of twenty miles an hour. Old vessel men declare the blow to be the most sovere experienced in a great many years, and express grave fears of serious lake

KANSAS CITY, Mo., Sept. 9.—A dispatch to The Journal from Rich Hill, Mo., says that high winds visited that place last night causing several thousand dollars damage. The brick house of Mr. Klatzche was partly demollshed and his son, age fifteen years, crushed to death. H. M. Booth's house was torn from its founda-tion, and a number of other houses were unroofed.

AID OFFERED TO THE SUFFERERS. CHARLESTON, S. C., Sept. 9.-As soon as the news of the disaster at Washington Court House reached PRICE THREE CENTS.

SPAIN AND GERMANY.

SETTLING THE CAROLINES DISPUTE.

LETTER FROM KING ALPONSO TO EMPEROR WILLIAM-BISMARCK'S NOTE.

Berlin, Sept. 9 .- Emperor William has received a long and pressing letter from King Alfonso re-specting the Carolines question and the situation of affairs in Spain growing out of it. The details of the letter have not been learned, but the contents greatly impressed Emperor William, Empress Augusta and Crown Prince Prederick William.
Prince Bismarck, in his note to the Madrid Govern-

ment, maintains the principle that territories unoccupied effectively belong to the power that assumes the practical government of such territories.

Madrid, Sept. 9.—Count Solus-Sonnewalde, the Ger

Another tornado struck Rochester, Minn., August 21, 1883, killing twenty-aix people in the town and six nearman Ambassador, has informed Sefior Canovas del Cas-tillo that the retreat of the Spanish Government officials by, and seriously injuring fifty-two. The damage to property was put at \$100,000. A railroad train was at Yap before the German gunboat would not affect the question if Spain actually occupied the island first. During the hottest part of the excitement on Saturday a crowd of Frenchmen grossly insulted several Germans in a cafe, compelling the waiters and a number of Spaniards present to protect them them from serious bodily harm. The Germans eulogize the conduct of the Spaniards. Nearly fifty persons were killed in several villages lying north of Atlanta. Ga., by one tornado, and fourteen at Ambersons, Ala., on February 19, 1884. In

ADDRESS TO THE EARL OF CARNARVON.

fourteen at Ambersons, Ala., on February 19, 1884. In Rockingham, N. C., that day fifteen or twenty were killed, some persons being carried 600 or 700 feet bodily in the air. Indeed no less than twenty-seven such storms occurred the same day, in the Southern States. The total loss of life from all is put at 800 by Licatemant Finley; the wounded, 2.500, homeless, 15,000, loss of property, between \$3,000,000 and \$4,000,000. Twenty tornadoes occurred in the region extending from Hilnels to North Carolina, March 25, 1884, killing seventy-seven people, wounding 298, and injuring property to the extent of \$350,000. Thirteen, on April 1, killed forty-asven persons, wounded 336, and damaged property to the extent of \$350,000. One in Onlo and three others in Missourt and Iowa April 27, 1884, killed eighteen, wounded 115, and involved 1988es amounting to \$575,000. Three on September 9, last year, one at Clear Lake, near 8t Paul, Minn, and the other two in Northwestern Iowa, killed ten, wounded seventy-five, destroyed 300 houses, and caused damage estinated at \$4,000,000. The losses at some other places, from tornatoes, in the last few years are thus recorded: Mount Carmel, Ill., June 4, 1877, killed sixteen, wounded fifty; missing, twenty-five; property, \$300,000; Dane County, Wis, Mae 24, 1878, killed, thirty; wounded, 1001; property, \$200,000; Waltersboro, S. C., April 17, 1879, killed, fifteen, and houses prostrated, 100. Belfast, Sept. 9.-The Harbor Commissioners gave a banquet this evening to the
Earl of Carnarvon. The Earl made a
long speech, in the course of which he said it was time to reject sentiment and institute an inwastime to reject sentiment and institute an impartial and searching inquiry into the relative values of free trade and pretection. He had been struck by the vast natural resources of the West of Ireland that remained unde veloped, owing to the absence of railways and markets-it was a delicate question whether or not the Govern-ment should aid in the development of these resources

PRECAUTIONS AGAINST SMALLPOX.

MONTREAL, Sept. 9 (Special).-There were twenty-three new cases of smallpox authenticated yes-terday and twenty-three deaths in the city. There were also ten deaths in St. Jean Baptiste, two in Ste. Cunegonde and three in other places. Iwo women accompanied by two children were passengers by the Western train last night for Chicago. At a station about forty miles from Montreal the Ontario health inspecter boarded the train and discovered that one of the children miles from Montreal the Ontario health inspector boarded the train and discovered that one of the children was suffering from smallpox. As soon as it became known a perfect stampede took place and in an incredibly short space of time the car was left in possession of the women and children. The doors were locked, the car stunted on to a siding, and this morning was coupled on the Montreal express. The child was moved to the Civic Hospital.

OTTAWA, Sept. 9.—A young woman afflicted with smallpox was found walking along the street last evening, having just arrived from Hartwell's Locks. Sice was at once taken to the contagious disease loospital. Another case was also admitted to the loospital last night, the patient being a young man.

QUERRO, Sept. 9.—The city conneil have petitioned the Postmaster-General to cause all mail matter coming from Montreal during the present smallpox epidemic in that city to be fumigated.

RECHOORD, VI., Sept. 9.—Smallpox has reached Satton, Quebec, a town cight miles from here, and fears are entertained that it will reach Richtord. The victim of the disease at Sutton is a railroad man employed by the Soutionsiern Company. Steeping cars between Boston and Montreal are now detained here on the trip from Boston and are not allowed to enter Canada. On the arrival of the night train from Montreal a car is attached to the frain and run to Boston as usual.

Boston, Sept. 9.—Captain George H. Robeson, who was removed from the schooner Dallas Hill, at Choisea, a few days ago, having contracted spalipox just before siling from St. John, died in the hospital on Galloupes Island last night.

Washington, Sept. 9 (Special),—Instructions

Washington, Sept. 9 (Special),-Instructions were issued to day from the Post Office Department shanging the course of the through registered mail pouch exchange between Montreal and New-York to ton, Springfield and New-York Railroad, connecting at ion, springhein and New-York Realizers,
Springheid Mass, with the Richford and Springheid road
to White River Junction, Vt., where the pouch will be
transferred to the St. Albans and Boston line. The
pouch from Montreal will be returned by the same route
arriving in New-York at 1145 a.m. by way of the Buston and New-York road.

CHOUSERA CASES IN SUROPE.

Parts, Sept. 9.-There were six deaths from holera yesterday at Salon, two at Nimes and two at Si-

bills. He began about four years ago to take some of the cash when bills were paid and explained the shortage by saying that the firm referred to had paid only so much on account. His pseulations, he says, have been confined to his stealing swith this one firm. He does not know the amount of money he has taken. He says he kept an account of the sums stolen for a while, but maily gave it up because it was too much bother. It is supposed to be in the neighborhood of su,000.

Saylor has been with the firm about nine years. He mad a salary of \$2,000 a year basides a substantial present from the firm every Christians. He has done a business of about \$500,000 a year for the firm. He is about forty years of age and has a wife and one son. Totton, Sept. 9 .- There were four deaths from cholers here last night. Pugitives are returning to the city in large numbers, and it is feared that this will lead to a

LONDON, Sept. 0 .- The Daily News's correspondent at Marseilles says that the municipal authorities there again minimizing the number of deaths from cholers in order to revive trade. order to revive trade.

Mansariats, Sept. 9.—Eight deaths from choicra were reported in this city fo-day.

Granatian, Sept. 9.—There has been an alarmier increase in the number of choicra cases at the Spanish the st. Albans, Vt., absconding bank president, who was abducted from Winnepeg by two Hoston detectives and

lines.
FRUSSELS, Sept. 9.—It is ramored that there are several cases of choicers at Mons, capital of the province of Hainaut.

COMMENTS ON MR. CHAMBERLAIN'S REMARKS. LONDON, Sept. 9 .- The Standard to-day says that the rejection of Mr. Paruell's demands by responsi-ble Conservatives will be as distinct as Mr. Chamber-lain's It. his speech at Warrington yesterday. More is cannot be. The nation owes much to Mr. Chamberlain the lines says that both Mr. Chamberiain and Lord Randolph Churchil must resort to different accuments if they wish to attract the Whigs to their political fold.

DUBLIN, Sept. 9.—The Freeman's Journal to-day de-locatives Mr. Chamberhaln for his speech at Warrington, and says that henceforth holds Ireland's foc. SETTLEMENT OF THE AFGHAN DISPUTE.

St. Peteuspung, Sept. 9.—The settlement of the Russo-Afghan question will be speedily embodied in a proctocol actualing the main points of the frontier. The Afghan Frontier Commission will then delimit the boundary line in detail. Russia has abandoned her claim to the whole of Zulfikar Pass proper. Meruchak is also left to the Afghans. The frontier line will run eastward to Kodiusaleh, on the basis of the agreement of 1883. Ser Edward Thornton will start for England to-morrow.

SURPRISE OVER MR. HENDRICKS'S SPEECH. London, Sept. 9.-Considerable surprise and regret have been occasionad here at the tone of Vice-President Hendrick's speech at Indianapolis last night. siding with Mr. Parnell in the latter's issue with England It is urged by British politicians that owing to his position he ought to have taken a neutral stand.

NEWS NOTES FROM LONDON.

London, Sept. 9.

Devouged by Carrinais—Cape Town advices stational Congo cauntbals have attacked several stations of the African Association and roasted and devour d a number of whites.

COMMANDER OF TROOPS IN IRELAND,—The Queen has a commander appointing Prince Edward of Saxe-Weimar to succeed General Sir Thomas Montague Sceele, commander of the troops in Ireland, in October.

STOCK EXCHANGE REPAIRS, The repairs to the London Stock Exchange building will be continued next Saturday and the Exchange will be closed on that day.

Ensur Pensons Drowner.—The bark Loch Pergus and the steamer idlewible came into collision off Deal and eight persons were drowned. TROOPS FOR EGYPT.—It is stated that the Sultan has expressed his willingness to send 5,000 Turkish troops o Egypt whenever he is requested to do so by England.

ALL LOST EXCEPT ONE MAN.

Sr. John's, Sept. 9 (Special),-As the fishing

bank schooner Guardian Angel was heating up to wind-ward over Cape Ballard bank this morning, she was struck by a sudden violent squall, capsized and turned bottom up. Captain Pennell and all his crew except one man perioded. The sole survivor, one Dowie, was rescued by a passing skill.

FRAGMENTS OF CABLE NEWS. DUNDEE, Sept 9. The strike of the 10,000 operatives in the jute untils here has ended in favor of the employ-

Berlin, Sept. 9.—The government has forbidden the directation in Germany of the American Journal Furnituding, an organ of the Freethinkers. The newspaper's published in Milwankee.

PARES, Sept. 9.—The Monarchical party have issued a manifesto with a view to influencing voters in their favor at the coming elections for members of the Chamber of Deputies.

TRYING TO POISON A PRISONER.

Chicago, Sept. 9 (Special),-William Murray, a prisoner at the County Jail, was taken sick about 2 a. m. to-day. He complained of a severe pain in the stomach. He says that a large cake was brought to the jail on Friday by a boy who sold that it was a gift of Andrews, pawabroker. He had been eating of it ever cine business by prescribing these medicines for their patients from a knowledge only of what the advertising since. The physician examined a small fragment of the cake and found traces of morphine in it. Murray was circulars contained. The number of graduates from the medical colicers was far in advance of what was needed. There was a general shrinkage of values in some drugs, very marked in quinine. The report awoke a breezy discussion. Mr. Henry Meinezer, of Brooklyn, said that the wholesale men got up preparations of their own and scattered them broadcast through the country, thereby injuring the retail dealers. A delegate read an extract from a San Francisco letter which asserted that druggists are compelled to pay 50 per cent of the gross apts a commission to the physicians who patronize released from the penitentiary only a short time ago. On his arrival at the depot in Chicago he says that he On his arrival at the depot in Chicago he says that he was met by Andrews, who furnished him a new suit of clothes and told him that he could make a haul of watches at two jewelry stores in State-st. Murray followed this advice and was arrested. He told the police that Andrews had been the "fonce" for the stolen property, and Andrews was indicted for recalving stolen property. His trial was to have taken place to-morrow and Murray was expected to testify against him.